

For Sale.

WHERE YOU CAN BUY

Superior California LAMB'S WOOL
BLANKETS.
SARATOGA TRUNKS.
TRAVELLING BAGS AND SATCHELS.
AGATE COOKING UTENSILS.
THE AMERICAN BROILER.
TURNBULL'S FAMILY SCALES.
TOBACCO SHAVES.
AMERICAN AXES and LOCKS.
HOUSE GONGS.
SMOOTHING IRONS.
LEMON SQUEEZERS.
MOUSE TRAPS.
BILLIARD CUE TIPS and CHALK.
FANUS CORIUM for BOOTS.
AMERICAN AXES and HATCHETS.
LIFE BUOYS.
ROCKETS and BLUE LIGHTS.
DOUGLAS' OFFICE CHAIRS.
COPPER WIRE GAUZE.
WAFFLE IRONS.
GRIDIRONS.
FIRE GRATES.
AMERICAN SOFT FELT HATS.

STATIONERY

FOR LADIES AND OFFICE USE,
the
Best and Cheapest
in
Hongkong.

NEW BOOKS

INSTRUCTIVE AND AMUSING.
A
Large Assortment of
FRENCH NOVELS.

TAUCHNITZ'S

POPULAR EDITION OF STANDARD
WORKS, &c.

WORKS OF REFERENCE.

ALMANACS.
DIARIES.
SCHOOL BOOKS.
PRESENTATION BOOKS.
Etc., Etc., Etc.

RODGER'S CUTLERY.

ELECTRO-PLATED WARE.

WEBLEY and SON'S London-made SPORTING GUNS.

BOSNEY'S PATENT PNEUMATIC GUN.

SELF-SHOT-EXTRACTING REVOLVERS.

THE PATENT BOTTLE CLIP.

TABLE GLASSWARE.

EARTHENWARE.

THE FINEST STOCK OF

CAVITE,

FORTIN, and

MEYSIG

CIGARS, and

CHEROOTS.

All Specially Selected.

ENGLISH and AMERICAN

GROCERIES.

FRESH SUPPLIES RECEIVED BY EVERY

MAIL.

SMYRNA FIGS,

CRYSTALLIZED CHERRIES,

FARM'S FAVORITE BISCUITS,

STILTON CHEESE,

FRENCH PLUMS.

Calcutta BEEF.

HUMPS.

ROUNDS.

BRISKETS, and

TONGUES.

California ROLL BUTTER.

APPLE BUTTER.

CLAM CHOWDER.

FISH CHOWDER.

Souped PIG'S FEET.

Souped SHEEP'S TONGUES.

Pickled LAMB'S TONGUES.

Gruyere CHEESE.

New York CREAM CHEESE.

CAVIARE.

Curried OYSTERS.

California CRACKER CO.'S BISCUITS.

Cracked WHEAT.

HOMINY.

PATE DE FOIE GRAS.

RICHARDSON AND ROBIN'S POTTED MEATS.

Lunch TONGUE.

PREMIER TEA in 5 and 10 Catty Boxes.

WINES and SPIRITS of all Descriptions.

SAIL-MAKING executed on the Premises.

MacEWEN, FRICKEL & Co.

Hongkong, January 28, 1881.

Mails.



MITSUI BISHI MAIL STEAMSHIP COMPANY.

STEAM TO YOKOHAMA VIA KOBE.

THE S. S. NIGATA MARU, Capt. WYNN, due here on or about the 25th instant, will be despatched as above on SATURDAY, the 30th April, at daylight.

Cargo received on board and parcels at the Office up to 6 p.m. of 29th April. No Bill of Lading signed under \$2 Freight.

All Claims must be settled on board before delivery is taken, otherwise they will not be recognized.

RATES OF PASSAGE.

	Cabin Steerage.
To KOBE,	\$ 60 \$15
YOKOHAMA & NAGASAKI,	75 20
SHANGHAI via YOKOHAMA,	120 40
KOBE,	95 30

A Reduction is made on RETURN CARRY PASSENGERS.

CARGO and PASSENGERS for Nagasaki will be transhipped to the Shanghai Mail Steamer at Kobe.

For further Particulars, apply at the Company's Offices, PRAYA CENTRAL, West Corner Pottinger Street.

Hongkong, April 10, 1881. ap30

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS

TO JAPAN, THE UNITED

STATES, MEXICO, CENTRAL AND

SOUTH AMERICA, AND EUROPE

VIA

THE OVERLAND RAILWAYS,

AND

ATLANTIC & OTHER CONNECTING

STEAMERS.

THE S. S. BELGIC will be despatched for San Francisco via Yokohama, on MONDAY, 2nd May, 1881, at 3 p.m. Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

Freight will be received on board until 4 p.m. of the 1st May.

All Parcel Packages should be marked to address in full; and will be received at the Company's Office, until 5 p.m. the day previous to sailing.

A Reduction of 25 % made on all RETURN PASSENGER ORDERS ISSUED.

Consular Invoices to accompany Overland, Mexican, Central and South American Cargo, should be sent to the Company's Office addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50, Queen's-Road Central.

CHAS. H. HASWELL, Jr., Agent.

Hongkong, April 22, 1881. my2

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA

OVERLAND RAILWAYS, AND TOUCHING

AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF

PEKING will be despatched for San

Francisco, via Yokohama, on MONDAY,

the 16th May, 1881, at 3 p.m., taking

Passengers, and Freight, for Japan, the

United States, and Europe.

Through Bills of Lading issued for trans-

portation to Yokohama and other Japan

Ports, to San Francisco, to Atlantic and

Inland Cities of the United States via Over-

land Railways, to Havana, Trinidad, and

Demerara, and to ports in Mexico, Central

and South America by the Company's aid

connecting Steamers.

Through Passage Tickets granted to

England, France, and Germany, by all

trans-Atlantic lines of Steamers.

Freight will be received on board until 2

p.m. of the 16th May. Parcel Packages

will be received at the office until 5 p.m.,

same day; all Parcel Packages should be

marked to address in full; value of same

is required.

Consular Invoices to accompany Overland

Cargo should be sent to the Company's

Office in Sealed Envelopes, addressed to the

Collector of Customs at San Francisco.

For further information as to Passage

and Freight, apply to the Agency of the

Company, No. 9, Praya Central.

RUSSELL & Co., Agents.

Hongkong, April 26, 1881. my16

Intimations.

Mr. Andrew Wind,

NEWS AGENT, &c.

133, NASSAU STREET, NEW YORK;

is authorized to receive Subscriptions,

Advertisements, &c., for the China Mail,

Overland China Mail, and China Review.

NEWS FOR HOME.

The Overland China Mail.

(The oldest Overland Paper in China.)

PUBLISHED AT THE "CHINA MAIL" OFFICE

IN TIME FOR THE ENGLISH MAIL.

Containing from 72 to 84 columns of closely-

printed matter.

THIS Mail Summary is compiled from

the Daily China Mail, is published

twice a month on the morning of the

English Mail's departure, and is a re-

cord of each fortnight's current history

of events in China and Japan, con-

tributed to original reports and collected

from the journals published at the various

ports in those countries.

It contains Shipping news from Shanghai,

Hongkong, Canton, &c., and a complete

Commercial Summary.

Subscription, 50 cents per Copy (postage

paid 22 cents); \$12 per annum (postage

paid \$12.50).

Orders should be sent to Geo. MURRAY

BAIN, China Mail Office, 2, Wyndham

Street, not later than noon of the day the

English Mail Steamer leaves.

Terms of Advertising, same as in Daily

China Mail.

Entertainment.

DON'T FAIL TO SEE

PROFESSOR W. J. PAYNE,

of LONDON, acknowledged by the

Press and the Public to be the

CHAMPION SPIRITUALIST and SLEIGHT-OF-

HAND PERFORMER OF THE WORLD.

Will give TWO of His

ORIGINAL AND INCOMPARABLE

ENTERTAINMENTS,

at the

GARRISON THEATRE,

TO-MORROW AND SATURDAY,

the 29th and 30th of April.

PRICES OF ADMISSION:—

A few Reserved Seats,

Second Seats,

Soldiers and Sailors in Uniform Half-price

to Second Seats.

Hongkong, April 28, 1881. my1

Insurances.

CHINESE INSURANCE COMPANY

(LIMITED.)

NOTICE.

POLICIES GRANTED at current rates

ON MARINE RISKS to all parts of

the World. In accordance with the

Company's Articles of Association, Two-thirds

of the Profits are distributed annually to

Contributors, whether Shareholders or not,

in proportion to the net amount of Premium

contributed by each, the remaining third

being carried to Reserve Fund.

J. BRADLEE SMITH,

Secretary.

Hongkong, April 6, 1881. dup22

LANCASHIRE INSURANCE

COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant

Policies against the Risk of FIRE on

Buildings or on Goods stored there, on

Goods on board Vessels and on Hulls of

Vessels in Harbour, at the usual Terms

and Conditions.

Proposals for Life Insurances will be re-

ceived, and transmitted to the Directors

for their decision.

If required, protection will be granted on

first class Lives up to £1000 on a Single

Life.

For Rates of Premiums, forms of pro-

posals or any other information, apply to

ARNHOLD, KARBERG & Co.,

Agents, Hongkong & Canton.

Hongkong, January 4, 1867.

CHINA TRADERS' INSURANCE

COMPANY, LIMITED.

HEAD OFFICE, HONGKONG.

Position of the Company at the close of the

last financial year, the 30th April, 1880.

CAPITAL SUBSCRIBED.....\$1,000,000.00

CAPITAL PAID-UP.....\$ 300,000.00

RESERVE FUND.....\$ 425,000.00

BALANCE UNDIVIDED.....\$ 70,278.43

DIVIDEND PAID TO SHARE-

HOLDERS.....20 % per Annum.

DIVIDEND PAID TO ALL CONTRIBUTORS

OF BUSINESS, 25 % on the amount

of their Contributions.

THE Company grants Policies on MARINE

Risks to all parts of the World, pay-

able at any of its Agencies.

Contributory Dividends are PAYABLE

TO ALL CONTRIBUTORS OF BUSINESS

WHETHER THEY ARE SHARE-

HOLDERS OR NOT.

B. GOLDSMITH,

Acting Secretary.

Hongkong, August 13, 1880.

THE LONDON ASSURANCE

COMPANY.

INCORPORATED BY ROYAL CHARTER OF

His Majesty King George The First,

A.D. 1720.

THE Undersigned having been appointed

Agents for the above Corporation are

prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates, payable either

here, in London or at the principal Ports

of India, China and Australia.

Fire Department.

Policies issued for long or short periods at

current rates. A discount of 20 % allowed.

Life Department.

Policies issued for sums not exceeding

\$5,000 at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, July 26, 1872.

To-day's Advertisements.

NOTICE.

COMPAGNIE DES MESSAGERIES

MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Co.'s Steamship

Commandant, PASQUALINI,

will be despatched for

SHANGHAI shortly after her arrival from

Europe.

G. DE CHAMPEAUX,

Agent.

Hongkong, April 28, 1881.

NOTICE.

COMPAGNIE DES MESSAGERIES

MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Co.'s Steamship

Commandant, PASQUALINI,

will be despatched for

YOKOHAMA shortly after the arrival of

the next French Mail from Europe.

G. DE CHAMPEAUX,

Agent.

the same time inserted in the concession regarding the conservation of roads and highways, then the proposed scheme to run a tramway from East Point to the Gasworks might assume a more feasible shape than it does at present.

The concession for the five lines in Manila was, as we are informed, put up to public tender or auction on the 15th inst., more for the purpose apparently of fixing the value of the right than of obtaining a purchaser. It will be seen that Messrs Luciano Maria Bremun y Cabello and Jacobo Zobel de Zangronis had the right to take over the concession at the highest bid made at this public sale, and they exercised that right by taking it over upon the conditions given. The work must be commenced not later than eighteen months from adjudication, and one of the lines must be completed within five years' time. The right to work these lines extends over a period of sixty years, at the expiration of which the plant of the lines reverts to the Government. It is generally supposed by many that the Philippines are far behind British Colonies in enterprise and commercial activity; but it would seem that in this particular of tramways the Englishmen in this part of the world have to take a lesson from the Spanish dependency. Probably the commercial instincts are not wanting in Hongkong, if the Government would but show a desire to encourage such stirrings of the people. It is to be hoped that ere long something may be done here in this matter of tramways and tram-cars.

FOREIGN OFFICE.
Memo. of Conditions to which the Concessioner must subject himself in re the construction of tramways in Manila, and the carrying on of this service there.

1.—The Concessioner must bind himself to perform, at his own expense, and within a class of all the works necessary for the complete construction of five lines of tramways in the city of Manila, which starting from the Plaza S. Gabriel in the village of Binondo, will lead to the inside of the city, the village of Malate, the Palace of Malacanang, and the villages of Sanpalo and Tondo.

2.—The first of the aforesaid lines, in leaving the Central Station, will cross Rosario Street, and enter through the Street of S. Vicente, journeying through a portion of the Bridge of España, from hence it will make the route of the city through the Gate of Isabel II., pass across the Streets of Muralta, Bontolio, and Hospital to the Plaza de Maestranza, continuing its course through the Streets of Palacio, Victoria, Salano, and San Francisco which lead to the Plaza Real and Muralta, and leaves through the Gate of Paris in direction to the Bridge, going across it and descending to the Esplanade on the road before pointed out.

The second line will run over the same route as the first one, until it reaches the Plaza de España, from hence it will lead towards the left through the back point of the Fortin Cigar Manufactory, passing in sight of the Theatre, the Arroceros Cigar Manufactory, the Slaughter House, and the Military Hospital. At this stage it will turn to the right, through the Concepcion Avenue, as far as the Esplanade walk, and proceed along in front of the Ancient Water-works, and the Engineer Barracks, crossing the Campo Bagumbayan through the Avenue of the Hermitage in continuation to Street Real, and terminate on the Plaza de la Iglesia on the East.

The third line will leave the Central Station as the former lines, continuing its journey through Soledad Street, until it arrives in the Street of General Echague, and the Street of General Crespo, from there it will go along the Street of Echague, the Quinta Bridge, Street Real of S. Miguel, and the Avenue of General Salano as far as Malacanang.

The fourth line will follow the same itinerary as the former one, until it reaches the Echague Street and San Roque Street, and will continue through this into the Street of Crespo crossing over the whole of it, and also over the Quiapo Bridge, S. Sebastian Avenue, Carmen Bridge, S. Plaza de Carmelita and Santa Anna, and the Street Real de Sanpalo.

The fifth and last line will proceed through Rosario Street and the Plaza de Risonada, the Binondo Bridge and the Street of S. Fernando, Madrid, Luveuros, Santo Cristo, and Sagunto, and the ground of General and the Street of Bilbao and terminating on the Plaza de la Tondo Church.

Upon the proposal of the Concessioner, or of the Municipal Corporation, the outlines of these routes can be altered, or modified, provided always that due application be made and the utility and the convenience of the modification be fully shown.

It is forbidden to the Concessioner to introduce any modification whatever in the approved Plan without the consent of the Governor General.

2.—Owing to the establishment of this new route, it devolves upon the Concessioner the duty of making good the Streets, pavements, and the surface of the same, &c., in order that they may remain in their former passable condition. The Concessioner must likewise execute for, and advance to whom it may concern, all the materials, labours, outward or underground works which may be required for the repairs and alterations of the buildings, changes of roads and to place them in greater depth caused thereby, (either be they the property of the State, of the province, of the Municipal Corporation, of Estates, of Public undertakings, or of private individuals).

The Concessioner likewise binds himself to carry out at his own expense all works in re the strengthening of the Bridges in the villages and the movable bridges of the fortified districts as well as other alterations to the surface of the avenues of the former from the necessity of altering slopes, &c. The strengthening works will be completed under the superintendence of an Inspecting Official in charge and prior to a conformable survey made by him, so that under no case there may arise any consequences which renders the navigation of the roads difficult.

Those connected with the movable bridges of the fortified districts will be subject to the direction and vigilance of the Officer commanding the Engineers of the Plaza.

3.—The Works must be carried to conclusion without obstructing in the least possible way the public thoroughfare, for which purpose the Concessioner must submit himself in the order of the works to the directions indicated by the Inspecting Official

in charge of the works. It must be avoided as much as possible the laying out of the tramway lines over trains and underground apparatus of water and gas pipes in the Streets.

4.—The transversal outlines of the Streets on the part occupied by the tramways must be restored to their original condition and no alteration whatever can be made without obtaining beforehand the necessary permit from the authority.

5.—The Concessioner will have to look to the repairs of the pavements, and surface of the streets, using the same materials which were removed from the place to be occupied by the tramways or other of similar class. If it is suitable however to change the system of the stones, or bricks laid in the public road when tramway lines are being constructed—then the new materials will be for account of the Estate or Corporation which owns the road in which the works are to be carried on. If the change is done after the lines of the tramways are laid on—then the cost of the work connected therewith will likewise fall on the Estate or Corporation in question.

6.—All alterations destroying the public roads either upon proposal of the Concessioner or by requisition of the Estate or Corporation owning them, and which can affect the then present condition of the thoroughfare will form the subject of a special plan to be prepared accordingly by the Inspecting Official in charge, in charge—the plan in question cannot be carried into effect until it has been approved by the Government or the Commissioner in charge, in which case its construction is compulsory.

7.—It will only be permitted to construct double routes in the Streets and Plaza the width of which between the side walks should not be less than 11 metres, but the parting junction should be established on sites, the width of which between the side walks should not be narrower than 8 metres, and in cases where within these conditions it is necessary to construct the said double route or parting junction, then a design corresponding with it, showing the form in which it will be established, must be made, and without the approval of the Inspecting Official in charge, it will not be permitted to the Concessioner will be precluded from carrying out the work.

8.—No alteration whatever on the site of the Street where the lines of the tramway will be laid out can be made without the ground plan of the site being first approved by the Inspecting Official in charge, and the parting junction of the works both on the part which the Concessioner must build and on that of the construction of the tramway will be made by the official to whom it concerns or by that nominated for the purposes by the Government.

9.—The costs occasioned by this inspection will be defrayed by the Concessioner in the usual charges for similar cases.

10.—The replanting of the road in every street or walk will be made according to the condition previously established, from hence it will cross Soledad Street in direction to the Bridge of España, where a double route shall be established nearly from the half of the road, corresponding with Nueva Street as far as to the Esplanade walk of the Magalhães, from there it will make the route of the city through the Gate of Isabel II., pass across the Streets of Muralta, Bontolio, and Hospital to the Plaza de Maestranza, continuing its course through the Streets of Palacio, Victoria, Salano, and San Francisco which lead to the Plaza Real and Muralta, and leaves through the Gate of Paris in direction to the Bridge, going across it and descending to the Esplanade on the road before pointed out.

11.—All the works which will have to be done on the ground—ad-fundation of the public roads consequent upon the building of the tramway will be, as heretofore stated, on the account of the Concessioner, who must submit himself to the instructions pointed out to him. He is moreover bound to build up and fit anew the road in the exigencies of the local services.

12.—The system of the route in all its details must be submitted to the Inspecting Official in charge, the result being used in the Tramways of Madrid, though those on the coach model are most perfect ones, but as regards the latter ones it must be taken into consideration that its maximum width does not exceed one metre and 50 centimetres with the depth not exceeding from the body of the coach.

Upon the completion of the works, the Inspecting Official in charge will closely examine them, and without obtaining the sanction of the Civil Governor of the province, the Concessioner must build up, or of the whole of the Tramways cannot be put in use.

13.—In the event of the public roads suffering from any prejudice with regard to the conditions of the thoroughfare, the Concessioner will be called upon to repair damages by means of the funds he has immediately at his disposal, and in the event of his not complying with this request the Administrator of the State through the Judicial medium and without further recourse can seize the proceeds of the traffic in order to satisfy this necessity of the State.

The Concessioner will assign for the present the Stations he thinks will be convenient for the service and circulate due notice on the spot. There will be no Stations in the interior of the country nor in the interior of the city, and in the event of there being any of the Concessioner must build up on the lowlands contiguous to some building as to not obstruct nor diminish the area or space of the road.

14.—The Tramways will make their course by general rule through the middle of the streets in order that they should not interfere with the carriage traffic, and those which might be stopping just in front of the Houses shall be on the side walk but in those streets the middle of which between the side walk is less than 8 metres the course must precisely be on the side of the street, and in the event of adopting the most adequate and in each case according to the direction the more frequent passage, but in all cases should remain between the most projecting parts of the coaches and the outer edge of the side walk a distance of not less than 50 centimetres.

15.—The term of the Concession will be of 60 years and according to that laid down in article 8 of the Royal Decree of the 11th Feb. 1888. On the expiry of the aforesaid term the Government will resume to itself the right of the undertaking over the lines and their dependencies, and enter immediately in full possession of all the receipts of the Company, and the Concessioner will be without any right of claiming indemnification.

16.—Applicants for the Concession must deposit one per cent of the estimated gross amount of the line, or lines, proposed, as a guarantee against the proposals made—this deposit will be increased to 3 per cent of the said estimate on and after 15 days of the execution of the Concession. The guarantee question was not decided in favour of the State the Concessioner, excepting in cases out of his power, should not have seen to all that is not forth by the Government and the corresponding authorities as regards the public safety and healthfulness.

17.—The Concessioner is bound to pay to the Ayuntamiento of Manila, after the completion of the first five years of the working of the respective lines, a duty which will not exceed 14 % over the receipts on dead weight cargo, if it should be agreed upon by a majority.

18.—In the execution of this Concession it is understood that it does not affect a third party, and that it leaves apart all particular interests. The suffering or aggrieved party can make his claims before the ordinary Courts without intervention of the administrative agents, and without responsibility to the State.

19.—In case where the Concessioner should not have completed any of the lines on the term mentioned by condition 17, or neglected to fulfil the obligations of the within Concession in part or in the whole—this concession will be declared null and void, with loss of the surety excepting in accidental cases or by causes entirely out of his power, according to what is determined by article 22 of the aforesaid Royal Decree.

Manila, 24th June, 1890.
Approved by H. M.
(Sgd.), SANCHEZ BARRERO
Two copy.
(Sgd.), MORALE

In this case the Concession can be adjudicated by the public sale, using as a guide for bidding the amount according to valuation of the works then completed and the materials gathered accordingly. In the event of there not appearing any purchaser to it, the price will be subsequently reduced to 2/3rds, to one-half, and to one-third and one-fourth part of the valuation, and if even so there be no bidder, the Concessioner will be allowed to withdraw the material already placed and reinstate the public roads to their original state, and the deposit lodged by him will be forfeited.

20.—In the event of the Concessioner giving up the carrying on of the services for the period of 6 months the Government has also the right of cancelling the Concession, with all the consequences of the previous condition.

21.—In the cases of the Concession becoming extinct by the work being forfeited the Concessioner can demand through the administrative legal redress against the order wherein the forfeiture is declared, fixing the hearing for two months commencing from the date that the declaration was made known to him, but if after the expiry of two months no steps are taken for reclamation, then no resource will be accepted against the said order, which will be considered as executory.

22.—The Concessioner will have to appoint a representative residing in Manila, who in case of his absence may receive all official communications addressed to him. If the Concessioner fails to comply with this condition, or if his representative absents himself from the place of his residence, all communications deposited in the Civil Government Office will be considered valid.

23.—The working of the Tramways will take place subject to rules proposed by the Concessioner and approved by the Inspecting Official in charge, and so on by fractions, whoever they are. These tariffs are divided into ferrage and transport answering to 4 cents and 2 cents of a dollar respectively for first and second class fare both for ferrage and transport.

24.—The maximum provisional tariff will be 8 cents of a dollar for a first class fare, and 4 cents of a dollar for a second class fare, for each one of the sections into which the lines are divided and so on by fractions, whoever they are. These tariffs are divided into ferrage and transport answering to 4 cents and 2 cents of a dollar respectively for first and second class fare both for ferrage and transport.

25.—The Concessioner will have to appoint a representative residing in Manila, who in case of his absence may receive all official communications addressed to him. If the Concessioner fails to comply with this condition, or if his representative absents himself from the place of his residence, all communications deposited in the Civil Government Office will be considered valid.

26.—The maximum provisional tariff will be 8 cents of a dollar for a first class fare, and 4 cents of a dollar for a second class fare, for each one of the sections into which the lines are divided and so on by fractions, whoever they are. These tariffs are divided into ferrage and transport answering to 4 cents and 2 cents of a dollar respectively for first and second class fare both for ferrage and transport.

27.—The Concessioner will have to appoint a representative residing in Manila, who in case of his absence may receive all official communications addressed to him. If the Concessioner fails to comply with this condition, or if his representative absents himself from the place of his residence, all communications deposited in the Civil Government Office will be considered valid.

28.—In cases of fire the running on the tramways will be stopped within the space where are being carried on the maintenance for extinguishing the fire, or on that space which is fixed by the authority.

29.—The Concessioner can construct simultaneously or successively five lines which form the trunk of the five lines, and the same must necessarily and in every respect be finished in its whole and placed in working order within the term mentioned in the condition above referred to.

30.—For all legal effects respecting the tramways will be considered and treated as five distinct lines, so that in the event of disputes arising which may lead one of them to be forfeited by the Government, it will not affect that or those which are placed within the legal conditions, and what will continue to be the property of the Concessioner, but the privilege rests with the Government, of granting the forfeited line to others.

31.—The within Concession cannot be transferred to others, either in part or in the whole, without the permission of the Government.

32.—The Concessioner besides these conditions is bound to comply with the instructions and rules of urban policy in existence, and according to the dispositions which may be determined hereafter for the better convenience of the public service.

It is also the duty of the Concessioner to see to all that is not forth by the Government and the corresponding authorities as regards the public safety and healthfulness.

33.—The Concessioner is bound to pay to the Ayuntamiento of Manila, after the completion of the first five years of the working of the respective lines, a duty which will not exceed 14 % over the receipts on dead weight cargo, if it should be agreed upon by a majority.

34.—In the execution of this Concession it is understood that it does not affect a third party, and that it leaves apart all particular interests. The suffering or aggrieved party can make his claims before the ordinary Courts without intervention of the administrative agents, and without responsibility to the State.

35.—In case where the Concessioner should not have completed any of the lines on the term mentioned by condition 17, or neglected to fulfil the obligations of the within Concession in part or in the whole—this concession will be declared null and void, with loss of the surety excepting in accidental cases or by causes entirely out of his power, according to what is determined by article 22 of the aforesaid Royal Decree.

Manila, 24th June, 1890.
Approved by H. M.
(Sgd.), SANCHEZ BARRERO
Two copy.
(Sgd.), MORALE

Police Intelligence.

(Before the Hon. M. S. Tannock.)

Thursday, April 28th.

STRAIGHTEN FROM HIS MILE.

A. Lind, 22, fireman on board the steamship *Fortifier*, admitted being a stranger from his ship on the 27th inst., and was ordered to be put on board his ship by the Police.

FIFTY LARGELY.

Leong Achi, 30, rice pounder, and seven others, were charged with being suspicious characters on the 27th inst. Two women, who were walking on the Polesoon Road, were abused and assaulted by the defendants yesterday afternoon. They were all ordered to enter into their own personal recognisances in \$25 each to be of good behaviour for two months.

SUSPICIOUS CHARACTER.

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CHARGE OF USING THREATENING LANGUAGE.

Augusto Marques, 31, broker, of Macao, was charged with using threatening and abusive language towards S. E. Levy, an assistant in Messrs. Sausson Sons Co. office, on the 27th inst.

On the application of Mr. J. J. Francis, the case was remanded till the 3rd May, bail being admitted in two sureties of \$25 each.

PUBLIC GAMBLING.

Leong Achi, 30, tin-smith, was convicted of selling Pak-pok-pu lottery tickets, at house No. 7 Tung Man Lane, on the 27th inst., and was fined \$60, in default to be imprisoned for three months with hard labour.

A DEBENTURE.

Patrick Murphy, 22, of the American schooner *Harvard*, was brought before the Magistrate on a statement made by himself to the effect that he was a deserter from H. M. 16th Regiment, having left the battalion in July, last year, when quartered at Tipperary. From there he had gone to Liverpool, and then to Boston, where he had shipped in the *Harvard*.

The case was remanded till the 6th May, the usual form to be filled up and sent to the Officer commanding the forces in the Colony.

(Before the Hon. Ng Chey.)

REMOVING AND DETAINING A CHILD IN THE COLONY.

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nants to invoke the aid of the Courts. The act is to be partly retrospective.

London, April 8.—The Duke of Argyll has resigned his seat in the Cabinet in consequence of a difference of opinion with his colleagues respecting the Irish Land Bill.

Sir O. Dilke, replying to a question in the House of Commons, said that the Indian Government was willing to send a delegate to the Bi-metallic Conference, but that he would not be authorized to vote on any question to adopt a bi-metallic standard.

Rome, April 7

